—SCIENCE—
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AROUND THE LAKES.

CLEVELAND.

The steamer Pearl took a long list of passengers to Put-in-Bay today.

The steamer Spartan has taken the Alberta's place on the route between Owen Sound and Port Arthur.

The yacht White Wings, owned by B. Taylor, of Bedford, will make her headquarters at this port the balance of the season.

During July 1,082 vessels passed through St. Mary's canal, against 734 for the same month last year. The average daily passages numbered 33⅓.

The pastel painting of the burning of the tug Relief, at the studio of V. D. Nickerson, for Captain Chilson, makes one think he is actually looking upon a catastrophe of that nature, it being so vividly portrayed. Go and see it.

Freight rates remain unchanged from last week on coal and ore and lumber freghts are reported as follows: East Saginaw to Buffalo, $1.87½; East Saginaw to Ohio, $1.50; Bay City to Buffalo, $1.75; Bay City to Ohio, $1.50.

The management of the steamship Onoko, the present season is unexcelled by any boat on the lakes, as is evidenced by the dispatch she is receiving at both ends of the line with a cargo eaeh way, 2,860 tons of coal, Buffalo to Chicago, on the last trip and 100,000 bushels of wheat in return.

The libel of the owners of the steambarge J. M. Osborne against the Alberta is itemized as follows in the claim of $91,237.50 damages: The value of the Osborne is placed at $70,000, freight bill and pending towage $1,927.50, value of charter $13,000, and seamen's losses $1,270. The libelants aver that the manager of the Alberta refused to pay the damage.

The collision clause under which the Alberta was sailing reads as follows: For the consideration of, extra premium, this policy is intended to insure the above named vessel against damages that she may be liable to through collision with any other vessel for the amount insured under this policy. The clause in the ordinary policy explicitly excepts the above conditions, showing that unless stipulated otherwise the clause could be construed to mean that the vessel insured would be liable to damage caused to any vessel which she came in contact with.

Inspector Fitzpatrick this week was obliged to refuse a license to a German engineer who had been in this country four years, under the clause in the new shipping bill regarding aliens, which will be found on another page. This is probably one of the first rulings made since the new measure became a law. The old law, which was approved and which went into effect thirteen years ago, is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any alien who, in the manner provided for by law, has declared his intention to become a citizen of the United States, and who shall have been a permanent resident of the United States for at least six months immediately prior to the granting of such license, may be licensed, as if already naturalized, to serve as an engineer or pilot upon any steam vessel subject to inspection under the provisions of the act entitled "An act to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes," approved February twenty-eighth, eighteen hundred and seventy-one.

CHICAGO.

Special to the Marine Record.

J. S. Dunham's new wrecking tug, T. T. Morford, had steam got up on her Sunday to test her machinery. Everything worked well. She will go into commission next week.

A valuable compass was stolen from the tug Mentor when lying near Clark street bridge Sunday night. Depredations of that kind are of frequent occurrence along the docks, but the police do not find the thieves.

The tug owners held a meeting on Monday and considered as to the best plan for reducing expenses, but nothing definite was arrived at. Another meeting was arranged for Wednesday.

The fine of $500 imposed upon the owners of the Lucille for taking out a few friends for a ride on the lake on the 4th of July has been reduced to $20 by the authorities at Washington.

Freights of all kinds continue to drop and very many vessels are laying up, some of them in consequence of the low freights, and others because they can not obtain charters. Freight rates are a trifle easier at 1½c for corn and 1¾c for wheat to Buffalo; 3½c on corn, 3¾c on wheat to Kingston; 1½c on corn to Sarnia.

The schooner Australia was in Miller Brother's drydock for some new plank and calking, the steambarge Monitor for some calking, the small schooner Maid of the Mist for some calking, the steambarge George Dunbar with a loose wheel, and the schooner Mary B. Lyon had her topsides calked.

The steambarge George L. Colwell, with her tow, which arrived at this port last Sunday, brought along nearly 2,500,000 feet of lumber, as follows: George L. Colwell, 450,000 feet, from Bay City; D. P. Dobbins, 202,000 feet from Harrisville, Mich., 408,000 feet from Tawas, Mich.; Fanny Neal, 575,000 feet from Harrisville; Bay City, 400,370 feet from Harrisville; John Sherman, 433,000 feet from Bay City.

The schooner Lincoln Dall, owned by Captain David Dall, of this port, is again in good trim and ready for sailing. Wolf & Davidson of Milwaukee, have given her an entire new bottom, twenty-three new frames, some new beams, new hatch combings, and a general overhauling and calking and a new mainmast. She has also received new sails and outfit. Captain John Dall, son of the owner, is very proud of his new command.

The sloop yacht Mamie, recently built by Larsen Brothers, of this city, returned to Chicago last Friday from a cruise to Lake Superior. Seymour, Esq., of the Chicago Yacht Club, and several of his friends, had a very enjoyable trip in her. Captain Anderson speaks in great praise of the Mamie. He says she behaves splendidly in heavy weather, and that no yacht of her size can get away with her in any weather.

At the Chicago Drydock Company's yard the schooner L. B. Shepard was in dry dock for bottom calking; the tug Martin Green for some calking and two new sea cocks, the steambarge Michael Groh got a leak stopped, the schooner J. V. Taylor had a leak stopped, the schooner Ellen Spry had a leak stopped, the schooner City of Toledo had her decks calked, the schooner Charles Luling had her decks calked and a new jibboom, the barge Menominee had her decks calked, the tug M. Shields a new fantail and the steamer Peerless some general repairs.

The new Rush street bridge was declared opened by the city authorities last Thursday, in the presence of a large concourse of Chicagoans. A great many teams were placed upon it and several fire engines crossed over it at great speed, but it stood every test magnificently. The engineer then swung it open in 59 seconds and the steambarge Shrigley had the honor of being the first vessel to pass through after it was declared open to the public. Great credit is due to the contractors, Messrs. Fitzsimons & Connell, builders of the foundations, and Messrs. Rust & Coolidge, bridge builders, for the manner in which this really splendid bridge has been completed by them.

The lumber market, for the first time in many days, is nearly clear of loaded vessels. Nearly every cargo which was there Monday morning has been sold and the vessels towed up the river to unload.

The propeller George L. Colwell, of Bay City, was all ready to leave port last evening when a United States Marshall stepped aboard and took possession of her. The boat remained at her dock with a custodian in command. The seizure was made on a libel, which was filed in the United States district court during the afternoon by the owners of the schooner Milwaukee Belle. The libel alleged that at 12:10 p. m. July 24, the Milwaukee Belle was about twenty miles east of Lake Michigan entrance to the Sturgeon Bay Canal sailing a southerly course, with the wind on her port quarter. There was a dense fog at the time, and three blasts of the foghorn were sounded at regular intervals. At noon a steamer's whistle was heard. The steamer was blowing three blasts indicating that she had a tow. Suddenly the George L. Colwell emerged from the fog, and when first seen was about 300 feet away. Increasing her speed she tried to cross the schooner's bow. The captain of the latter saw that a collision was inevitable, and in order to ease the blow put his wheel up. In swinging off to starboard the schooner struck the steamer on the bowsprit, springing her foremast. The steamer sustained but little damage. The Milwaukee Belle made temporary repairs and finally reached Milwaukee. The libelants claim damages to the extent of $750, and want the Colwell to pay that amount. Schuyler & Kremer represent the libelant.

Thieves boarded the tug Mentor at Clark street bridge Sunday night and made away with a valuable compass. Other tugboats were broken into and some clothing was stolen.

The old brig Bay City is in port with lumber from Alpena. She has not been in Chicago for many day before. At one time the Bay City was the best looking brig afloat on the lake.

The propeller G. C. Heath, on route from Muskegon to Michigan City, lumber laden, burst her cylinder head while off New Buffalo Monday. The propeller A. R. Colborne towed her to Grand Haven, where she will be repaired.

Chicago tug owners are suffering from the unusual depression that has affected nearly every branch of business connected with the lake marine. A meeting was held Monday to devise some plan for reducing expenses, at which forty eight tugs were represented. The plan is to lay about fifteen of them up, the others to chip in and pay the boats thus idle $150 to $200 per month each. If a number of the boats can be thus retired, those remaining can, it is thought, enter into some agreement to take turns at the piers for tows, and thus save the coal burned by going so far down the lake.

There was a serious affray at South Chicago Monday night between rival gangs of lumber shovers. The steambarge George Burnham discharged part of her cargo of lumber in Chicago and went to South Chicago to discharge the remainder, and the same gang of union lumber unloaders went with her to do the work. At South Chicago seventy-five men of the union attacked the Chicago men. Two of the South Chicago men were dangerously, and several others were badly hurt.

The drydock men and ship chandlers claim to be doing a good business, notwithstanding the dull times. Vessels will spring aleak and get out of repair whether the times are good or bad.

It is said the yacht Cora has been sold by her owners, Griswold and Fleming, for a nominal sum to R. R. Boyd, of Cleveland. She will start for the latter port in a few days in tow of some steambarge.

ASHTABULA.

Special to the Marine Record.

The cabin of the steambarge D. W. Rust was entered last week; $63 and a rifle worth $25 were stolon. No clue to the burglars.

Vessels find no trouble entering this port drawing 16 feet 3 inches.

Two hundred feet of coal shutes have been taken down on the L. S. & M. S. R. R. Co.'s docks, it being claimed that the coal was broken too much in the fall from the spouts to the vessel's hold. Hoisting cranes will be erected in their stead.

The Youghougany River Coal Company, which has about completed their sections of Brown's coal hoisting and conveying trussel; will have the capacity of loading 15,000 tons of coal per day working three hatches.

The schooner Grantham is loading oak timber for Quebec.

The steambarge H. Chisholm left here with the largest cargo of coal ever shipped from this port, having on board 2,350 tons, drawing 15 feet 3 inches.

Our harbor tugs are now looking as bright as gold dollars, they having received a fresh coat of paint since the White Stack Line left.

The steambarge Sparta, while entering this port, ran against the schooner Reed Case, breaking her main rail and several stanchions.

The L. S. & M. S. R. R. Co. are asking for bids for the dredging of a slip 1,150 feet long to be used for ore and coal docks.

The steambarge Columbia, while coming in light from Erie, struck a log with her wheel, breaking off one bucket and part of another. She left for Cleveland to receive a new one.

The schooner Genoa, in tow of the tug Dexter, ran her jibboom against the steambarge Ohio's smokestack, damaging the latter about $100. Temporary repairs were made by W. S. McKinnon.

Schooner C. H. Johnson is receiving a jibboom and tug Red Cloud a new rudder.

J. P.

KINGSTON.

A fine barge is being built on Garden Island. She is 178 feet long, 31 feet wide and 11 feet deep, being ten feet longer and one foot wider than the large barge Huron. She will carry 1,000 tons of coal at ten feet and 800 at nine feet. When complete she

[Continued on 4th page.]

MARINE LAW.

THE OLE OLESON.

Circuit Court, E. D. Wisconsin. May 12, 1884.

In Admiralty.

Markham & Noyes, for intervenors.

J. E. Wildish, for mortgagee.

Dyer, J. Objections are filed to claims made by Bernard Klenast and August Walkowski to a share of the proceeds arising from the sale of the schooner Ole Oleson upon a libel for seamen's wages. The intervenors were employed as stone-pickers by the master of the vessel, who was also managing owner, to gather stone on the shore of Lake Michigan at or near Alpena, and to assist in loading the stone on board as cargo to be carried to Chicago. While engaged in this service they lived and slept on the vessel as she laid off shore; and the master testifies that when the weather was such that stone could not be gathered, the schooner would run into Alpena, and the intervenors would then lend a hand in hoisting sail. But they did not accompany the vessel on her voyages, and were not employed, as seamen, the vessel having a full crew without them. The only question is, was the service which they rendered in picking up stone for the vessel a maritime service, and I am constrained to hold that it was not.

Three cases are relied on in support of the alleged right of these claimants to payment from the fund in the registry, namely: the Canton, 1 Spr. December 437; the Ocean Spray, 4 Sawy. 105; and the Minna, 11 Fed Rep. 759. These cases are all distinguishable from this.

In the case of the Canton, the employment of the libelants was to load the vessel at Quincy with stone, not as quarrymen, but to take the stone on board from a wharf, to navigate the vessel to Boston, and there to unload her. As we said by Judge Sprague, they must have been able to "hand-reef and steer," the ordinary test of seamanship. These duties they performed, and so they were not landsmen merely, but actually participated in the navigation of the vessel.

In the case of the Ocean Spray, the vessel went upon a voyage for seal. The libelants shipped as sealers, and were hired to take seal for the vessel at a stipulated sum per month, and their shipping agreement bound them also "to lend a hand on board whenever they were wanted." On the voyage they helped make and reef sail, heave the anchor, and clear the decks, but did not stand watch. They also procured driftwood and water for the use of the vessel, and, as Judge Deady well states the case, they were co-laborers in the leading purpose of the voyage. Upon the principles applicable to surgeons, stewards, cooks, and cabin boys, they were to be considered a mariners. They engaged for the voyage, were employed in promoting the purpose of the voyage, and aided in the navigation of the vessel; and, as Judge Deady says, without their services the voyage must have been profitless, because the purpose of it could not have been accomplished. Moreover, the vessel was expressly pledged as security for the payment of the wages of the sealers for the round trip.

The case of the Minna seems at first sight to rub the case in hand more closely. The Minna was engaged exclusively in fishing. As the case is stated, she ran out from Alpena every morning to the fishing ground's threw her nets, made a catch of fish, and returned to port where the fish were discharged and prepared for market. Her crew consisted of a master and engineer. The libelant was employed as a fisherman and though he took no part in the navigation of the tug, his contract required him to go out with the tug every day, to set and lift the nets, clean the fish, discharging the catch and reeling the nets on shore, where he lodged at night. His services were, therefore, as Judge Brown decided, in furtherance of the main object of the enterprise in which the vessel was engaged. He assisted in the main purpose of the vessel's employment. His services were mainly performed on board the tug, and were necessarily connected with, and part of, the service in which the tug was engaged. They were, therefore, maritime in their character.

In the case in hand the intervenors were mere landsmen. They procured cargoes on shore for the the vessel's employment, but not more so than the services of stevedores. and the present weight of authority in that stevedores have no maritime lien upon a ship for services in loading and stowing her cargo. Paul v. Bark Ilex, 2 Woods, 229, and cases there cited. The services of the intervenors were completed before the voyages of the vessel were begun. They did not attend her upon her voyages. They were laborers on shore, and the nature of their contract was not affected by the fact that they obtained their meals and at night slept on board the vessel as she laid off shore or harbor. In material respects, the case, I think, differs from that of Minna and the other cases cited, and I shall sustain the objections to these claims on the ground that the services of the intervenors stand on the same footing as those of stevedores. I thus rule, not without some hesitation, for, as an original question, I must confess I have never been able to see why the employment of a stevedore should not be regarded entitling him to a maritime lien.

Objections are also filed to a claim against the proceeds, in the registry of the court, of $248.30, made by one Robert Peacock, which claim arose upon the following state of facts: The Oleson, being at Bay de Noquette, in Michigan, her master, who was half owner of the vessel, purchased from Peacock, a cargo of culled lumber to carry to Racine, Wisconsin, the home port of the vessel. The contract of purchase was in writing, and was as follows:

"BAY DE NOQUETTE, September 3, 1883.

"When schooner Ole Oleson unloads the load of culls, she by her captain, promises to pay to the order of R. Peacock the sum of two hundred forty eight 30 100 dollars, being the amount due for the cargo now loaded. This lumber was sold the vessel so she could make a freight. Interest after due until paid. SCHR. OLE OLESON, OF RACINE,

"By her Captain, JOHN SCHULTZ."

The cargo was carried to Racine, was there attached and sold, and the demand of vendor, Peacock, for the purchase price has ever since remained unpaid. The question is, did Peacock acquire a maritime lien on the vessel, far the amount due him for the lumber, which took precedence of prior mortgage on the vessel? The instrument executed by the master does not, by its terms, purport to create a lien. It is true that in the last clause it is stated that the lumber "was sold the vessel so that she could make a freight;" but it does not, in terms, assume to give the vendor of the lumber a lien. The only question, then, is, does the maritime law give the vendor a lien on the vessel from the mere fact that the master bought the cargo for the purpose of earning freight? Or, to state the proposition in another and more general form, can a master and part owner of a vessel purchase a cargo on credit and thereby create a maritime lien for the purchase money, on the vessel? So far as the power of the master, acting simply in that character, to bind the owners of a vessel in the purchase of cargo, is concerned, adjudged cases seem to have settled the question, beyond controversy, in the negative.

In Hathhorn v. Curtis, Greenl. 360, the court said:

"The master in his capacity as such, has power to bind the owners of the ship in contracts relative to her usual employment only. This power relates merely to the carrage of goods and the supplies requisite for the ship; but the owners of the ship cannot be bound by any contract of the master concerning the purchase of cargo. To bind the owner in such a contract the master must be clothed with powers other than those which are necessarily incident to his office as commander of the ship. He may indeed, act in the double character of master and supercargo or consignee, but his power to sell, cases of necessity excepted, or to purchase cargo, flows, not from his official character as master, but from special authority conferred for that purpose."

In Hewett v. Buck, 17 Me. 153, Judge Shepley held that—

"The master may bind the owners by his contracts relating to the usual employment of the vessel in the carriage of goods, but has no power to purchase a cargo on credit of the owners." Citing, in support of the last proposition, Bell v. Humphries, 2 Starkie, 286.

The rule thus laid down in 8 Greenl. and 17 Me is also asserted without qualification in Newhall v. Dunlap, 14 Me, 180, and Lyman v. Redman, 23 Me. 289.

In Naylor v. Baltzell, Taney, December 55, Chief Justice Taney said:

"The master has a right to contract for the employment of the vessel under circumstances of necessity, and the owners will be bound by it; but this right is derived from the maritime code, which is founded on the general usage and convenience of trade, and which has been adopted to a certain extent by all commercial nations. The authority of the master is limited to objects connected with the voyage, and and if he transcends the prescribed limits, his acts become, in legal contemplation, mere nullities, and it is incumbent on the creditor to prove the actual existence of the necessity of those things which give rise to his demand."

If, then, the master, acting in his official character of master, has not the power to make a purchase of cargo, and bind the owners of the vessel, it would seem quit logically to follow that he could not, in such a transaction, bind the vessel. This right to make engagements on the credit of the vessel being restricted to cases of necessity, he would seem to have no greater authority to purchase a cargo, and thereby create a lien on the vessel, than by the same act to bind the owners. The rule in the one case has not been more unqualifiedly laid down in the other. "The master, acting as an agent, is limited and restricted in his power, and can pledge his vessel only in case of necessity for the purpose of repairs, and other things indispensible to the prosecution of the voyage. It is for the convenience of commerce that he should have authority to pledge his vessel for the security of a foreign creditor might furnish the means of relieving his necessities. But such power ought to be well guarded, and confined to cases coming within the reason of the rule. It is, therefore, incumbent on the creditor to show that the advances were made for repairs and supplies necessary for effecting the objects of the voyago, or the safety and security of the vessel. The master would, therefore, have no right to pledge the vessel for advances to purchase a cargo." The Mary, 1 Paine, 674. And, certainly, if he could not create a lien for advances to purchase a cargo he could not create such lien by a direct purchase of the cargo on credit, in favor of the vendor.

Attempt was made on argument to liken this case by analogy to one of bottomry. But the analogy fails, because some of the well-known essentials of a marine hypothecation of that character are not here shown. Moreover, so far as the power of the master to execute an instrument of bottomry is concerned, it is limited to the necessities of the ship.

If, then, according to the rule laid down in the adjudged cases, it was beyond the power of the master, acting in that capacity alone, to create a lien on the vessel for the purchase price of the cargo, is the rule changed or affected by the fact that the master was part owner of the vessel? It is to be observed that the other part owner was not present and did not participate in the transaction. We have seen that the ship's husband or managing owner has no power, *virtute officii* to purchase a cargo on the credit of the owners. In the case of the Mary, *supra*, it was held that the owner of the ship, having absolute control over his property, has a right to pledge his vessel for money borrowed for any purpose to be applied to repairs, outfits, or other necessaries, or to the purchase of a cargo. This was held in a case where the owner had executed a bottomry bond for the payment of money advanced for repairs, outfit and other disbursements for the use of the vessel, and to enable her to perform her voyage. But the duties of the ship's husband are in general to provide for the seaworthiness of the ship, to take care of her in port, to see that she has on board all necessary and proper papers, to make contracts for freight and all returns, 1 Bell, Comm. (4th Ed.) p. 410, §428; Id. (5th Ed.) 504. But he cannot borrow money nor give the lien for freight nor insure, nor purchase a cargo for the owners without special authority. 1 Pars. Shipp. & Adm. 110. Part owners are not by virtue of such ownership co-partners. The general rules of co-tenancy apply, and controlling authority would have to be produced before I could be persuaded to hold that a part owner can, by implication, bind the vessel for the purchase price of a cargo, thereby displacing other existing liens. It would be a dangerous power to lodge either in the master, or managing part owner, for in carrying such a cargo the vessel would be simply carrying the property of her owner, and if he chose not to pay for it, the result would be, according to the doctrine here contended for, that prior liens would be entirely defeated, or at best outranked by a demand that had its origin in private speculation, rather than in such necessities of the vessel as arise in her employment in navigation, and as constitute the basis of a lien in admiralty.

The objections to the claim of the intervenor are sustained.

TUG LICENSE.

In the supreme court recently a large number of tug owners filed a bill against the city of Chicago and William J. Onahan, city collector, to restrain the collection of the yearly license imposed by the city ordinance of March 5, 1883, of $25 on every steam vessel employed in towing in the Chicago river. The parties filing the bill are Alexander Campbell, of Michigan City; J. A. Crawford, James S. Dunham, W. Walsh, J. Johnson, J. B. Carter, W. H. B. Dean, Thomas Teed, J. L. Byron, P. Gorman, A. G. Rowell, J. A. Van Dalson, E. Van Dalson, C. Van Dalson, H. W. Blue, W. Harmon, T. E. Miller, W. Crawford, Kate Crawford, George P. Gilman, David Dall, John Hamler, John McLaughlin, Lyman Wilson, Thomas Brown, W. E. Harmon, Joseph Everett, George E. McLane, J. J. Hickman, J. R. Sinclair, Robert Brown and A. C. Johnson, Fitzsimons & Connell, Chicago Gravel Company, Chicago Dredging & Dock Company, Green's Dredging Company, the Vessel Owners' Towing Company, all of Illinois; and A. Everett, of Kenosha, and McGinn & McCoy, Milwaukee.

The complainants claim to be all owners of tugs, steambarges or propellers, duly licensed under the laws of the United States for the coasting trade, and for towing in general, and in the Chicago river and harbor in particular. Under the city ordinance a fine of not less than $5 and not more than $50 is imposed for each offense on all such vessels employed in towing which shall not have taken out the $25 license and have the number of the license and the owner's name marked on both sides of the vessel in legible letters. The complainants paid the license for 1883 4 under protest, making a total sum of $1,350 illegally taken, as is claimed by the complainants, from them.

Now, however, the city is about to collect the $25 license for the year 1884-5. The complainants are liable to be imprisoned and fined on a refusal to pay the license, and a multiplicity of suits and expensive litigation is likely to ensue. They charge that the license ordinance of 1883 is illegal. The complainants, who are citizens of this State and owners of the tugs whose home port is Chicago, have for years prior to the passage of the ordinance been, and are now, subject to taxes on their tugs based on a valuation of the same as property, just as other citizens on their property. The license is also levied on each tug irrespective of the difference in the value of the vessels as property, and is made for the purpose of increasing the revenue of the city without any corresponding benefit to the tug owners.

The bill claims therefore that the ordinance of 1883 is null and void, as being made in violation of the ordinance of 1787 for the government of the territory of the United States northwest of the Ohio river, the fourth clause of which provides "that the navigable waters leading into the Mississippi river and St. Lawrence, and the carrying places between them, shall be common highways and forever free, as well to the inhabitants of said territory as to citizens of the United States, and those of any other States that may be admitted into the confederacy without any tax, impost, or duty therefor." This provision was duly adopted when Illinois became a State and adopted a constitution August 26, 1818. The power invoked by the ordinance of 1883 is claimed to be exercised by virtue of the city charter obtained from the State, and the acts of the General Assembly of the State applicable to Chicago; but it is insisted that no such power has been delegated to the city or its common council to pass or enforce the ordinance in question, but if it shall be held that any act of the legislature or charter of the city does in terms confer such power and authority upon the city or its council, the said act, or so much of it as seeks to confer such power and authority, is unconstitutional and void.

Further, it is insisted that the tug license ordinance of 1883, is void and is in conflict with the first and third clauses of section 8 of article 1st of the Constitution of the United States, which provide respectively that Congress shall have power to lay and collect taxes, duties, imposts, and excises, but all such taxes, etc., shall be uniform throughout the United States; and in said third clause, "To regulate commerce with foreign nations and among the several States, and with the Indian tribes," and also in conflict with clause 2 of section 10 of said article 1st, which provides that "No State shall, without the consent of Congress, lay any imposts or duties on imports or exports except what may be absolutely necessary for executing its inspection laws." * * * "No State shall, without the consent of Congress, lay any duty of tonnage."

In conclusion, the tug owners say that they have paid all duties imposed on their tugs or officers and crews by the laws of the United States, and annually pay to the government, under title L. U. S. Revised Statutes, a duty of 6 cents per ton on each tug, in addition to other requirements, for a license, and that the requirements of the city ordinance are in conflict with this, and other provisions of said law of Congress governing tugboats and the towing business on the navigable waters of the United States; that the city ordinance tends to and does abridge the free use of the Chicago river, its branches and the Chicago harbor, which are navigable waters of the United States, by the complainants, to which they are legally entitled by virtue of the enrollment and license of their tugs under the laws of the United States; and that the $25 so charged and exacted is a tonnage tax, or a charge tax or duty for the privilege of engaging in commerce and navigation, and of their tugs entering, using and navigating the Chicago river and its branches, and for entering or lying in the port of Chicago, or to run tugs lying in Chicago river, and is also in violation of and in conflict with section 4,220 of the Revised Statutes of the United States, which provides "that no vessels belonging to any citizens of the United States, trading from one port within the United States to another port within the United States, or employed in the bank, whale, or other fisheries, shall be subject to tonnage tax or duty, if such vessel is licensed, registered or enrolled."

In conclusion, the bill asks that the ordinance of 1883 be declared illegal, null and void; that the city and its collector may be restrained by injunction from collecting the license, and that they may be decreed to recover the amount already paid for license under the ordinance of 1883-4.—*Inter Ocean.*

DEATH OF CAPTAIN H. N. THROOP.

A dispatch was received here Thursday morning by W. B. Phelps from T. Scott Ledyard, Williamson, N. Y., stating that Captain H. N. Throop died at his home in Pultneyville, August 4th, and that the funeral will take place there Saturday at 3 p. m. Captain Throop has been long and favorably known on Lake Ontario and the river St. Lawrence. He was, we think, a native of Pultneyville, Wayne Co., where he was born about the year 1810. He was the son of Captain Samuel Throop, one of the early settlers of that place, and commenced his career as a boy sailor at the age of ten years, and was employed on schooners in the lake service in different capacities, as hand before the mast, mate and master. In 1830 he sailed the little schooner Enterprise, which suddenly sunk under him about four miles below Big Sodus Bay, five or six miles from the shore. He was the only one saved, which was done by floating planks and swimming ashore, which, under the circumstances, was considered a heroic effort and a narrow escape with his life.

In 1833 he sailed the schoonor Williams, and other schooners afterward. Commencing about the year 1836, he sailed respectively the following steamers: Oneida, Telegraph, Express, Rochester, Ontario and the Canadian steamer Europa until 1859, when the property of the Ontario and St. Lawrence Steamboat Company was divided and the Ontario Steamboat Company organized. He was appointed superintendent of the latter company, and acted in that capacity until the sale of their boats to the Canadian Inland Navigation Company, in 1867. He built and owned a number of schooners, among which is the schooner Rival, which is still in commission.

In early life Captain Throop learned the trade of ship carpenter and turned his attention to the modeling of vessels and naval architecture, in which he greatly excelled. He made the moulds and models of the steamer Ontario in 1847 8 and superintended her construction at Clayton. She came out July 6, 1848, and he commanded her for many years as the crack boat of the line. Captain Throop was a thorough lake sailor, strong in his convictions, a man of intelligence and undoubted integrity. Although reticent and unassuming in his deportment, he will long be remembered as one of the ablest of our steamboat commanders during the palmy days of the celebrated American line of American steamers.

In 1867 Captain Throop retired with a competency to his pleasant home in Pultneyville, and has since busied himself with building sail vessels and steam and sail yachts.—*Oswego Times.*

STEAMBOAT OFFICERS.

It is a common saying that the best steamboat men are graduated from the quarter-deck of a sailing vessel, but, nevertheless, there are hundreds of officers aboard of steamboats who never put in a day aboard of a sailing vessel. These men make average steamboat officers, but they cannot be called good men, as it requires a thorough knowledge of a sailing vessel to successfully run a steamboat, and this knowledge they do not possess. In these days, when steambarges are so plentiful, sailor men are in greater demand than ever to take charge of them, as they are in a measure propelled by wind, and they carry huge spars and sails. The dense ignorance of some pilots and masters whose experience in nautical affairs has been confined to steam vessels alone, is often very laughable, and especially when it becomes a matter of investigation on the part of government inspectors of steam vessels. It frequently happens that some cold-blooded inspector of hulls, in examining a pilot, or before renewing his papers, will subject him to a rigid examination about the duties of an officer in urgent cases, such as a vessel springing aleak or being caught in a storm which would necessitate her being anchored. A case of this kind turned up recently. A man holding a master's license appeared before the inspector to have it renewed, and as he was a total stranger, Captain Moore concluded to ask him a few questions. The holder of the license was ready enough in his answers about distances between points and lights, he could mark out courses on the charts with the assistance of a parallel rule. But he was lost when the inspector asked him: "How would you go to work to ascertain how much water there is in a vessel's hold, or to find out how much she is leaking?" He hesitated to reply, but finally stated that the best way to find out how much water there was in a vessel would be to go down in the hold and look under the flooring around the keelsons. He was asked also how a chain was overhauled to get it ready to clear away an anchor. This question he could not answer, nor could he tell how an anchor could be slipped when it became necessary.

This was the fault with the officers of the steambarge H. C. Akely, which foundered off Grand Haven last fall. They knew for fully an hour before she went down that she was liable to go at any minute, and they permitted her to remain at her anchor rather than allow her to drift ashore, because they claim they could not slip the cable. One or two blows from a heavy hammer or an ax close to the fastening of the chain would have settled it. It ought to be stated that the master mentioned in the foregoing did not secure a renewal of his papers.—*Inter Ocean.*

HARBOR IMPROVEMENTS.

Captain Marshall, engineer in charge of the river and harbor improvements in Illinois and Wisconsin, has made his report as follows:

RIVERS AND HARBORS. WOKK CONTEMPLATED.	Amount available.....	Amount asked for .....
Harbor of refuge, Milwaukee, extend breakwater.....	$96,098	$300,000
Milwaukee harbor, replacing superstructure	11,245	20,000
Racine harbor, pier, extension, dredging.....	9,379	35,000
Kenosha Harbor, Wis, rebuilding superstructure	5,949	20,000
Waukegon harbor, Ill, pier extension	20,978	75,000
Fox and Wisconsin rivers, general im rovement.....	22,693	50,000

Relative to the improvement of the Fox and Wisconsin rivers, Captain Marshall says: "It is to be noted that the cost of maintenance of the existing mechanical constructions on Fox river absorbs a large part of the annual appropriations, leaving the balances applicable to the work of improvement so small that the money can not be advantageously or economically applied. It is hoped that the works already in use may be maintained under standing appropriations, and the entire current annual appropriations be made available for improving the navigation of the river." Of the harbor of refuge in Milwaukee Bay the engineer says: "It is proposed to extend the breakwater southward as far as the funds will allow, in order to make the harbor available at the earliest practical moment. It is intended to do but little, if any, work on the superstructure until the main arm is extended to shelter the area sufficient for use as a safe mooring ground during northeast storms. The appropriation for the fiscal year of 1885 will prolong the main arm of the breakwater 600 feet, more or less. It is expected that the next appropriation will advance the work sufficiently as to be available to a practical extent for the purpose indicated."

DEATH OF CAPT. S. W. ANDREWS.

Captain Stowell W. Andrews, one of Port Huron's most popular citizens, died at his residence on Sixth street at 4 a. m. Monday, the 4th instant, of consumption, after a long, lingering and painful illness. Captain Andrews caught a severe cold while directing the movements of the ferry Saginaw through the ice on the St. Clair river three or four years ago, and his lungs, which were probably somewhat diseased before, were at once affected. A severe illness followed, from which he recovered sufficiently to resume his duties, but only for a short time. During the past two years he had been quite unfit for work, and for a year past his early death has been anticipated. Last fall it was thought he could not live through the winter, but spring found him still alive, although very feeble. Still later he was able to sit up and ride out, but a reaction followed, and he never rallied again.

Captain Andrews was born in Kilworth, county of Cork, Ireland. He came to America with his parents when three years of age, and settled near London, Ont. Shortly afterwards they removed to Mooretown, Ont., opposite St. Clair. He went on the lakes as wheelsman at eleven years of age, and followed the lakes in various capacities up to captain until the G. W. R. ferry Saginaw was built, in 1872, when he took command of her and continued in command until July, 1883, when he was compelled to resign on account of illness.

He was married to Mailda C. Minnie, daughter of J. P. Minnie, in 1865. His wife and only son, Chas. W., survive him, and in their deep affliction have the sympathy of a large circle of friends, and of the entire community.

Captain Andrews was one of the most genial of men, and was beloved by all who knew him. He was an active member of the Protestant Episcopal church.—*Port Huron Times.*

FOG SIGNALS.

The fog signal apparatus is now constructed in such a manner that in calm weather its sound may be heard twenty miles. This power is gained by means of two slotted cylinders, one fixed and the other revolving in it. The slots, as they pass one another, stop or cut off the passage of compressed air or steam, and thus cause a series of vibrations, and consequently a musical note, the pitch of which depends upon the speed of the revolving cylinder. In order to vary the note it is only necessary to control this velocity. This double note horn is formed with a casing within which is fixed, a slotted cylinder and a revolving cylinder moving upon a spindle. The slots are formed in each cylinder at opposite inclined angles, so that the motive fluid impinging against a number of inclined planes causes the inner cylinder to revolve with greater rapidity, carrying with it two disks attached to the common spindle, and upon their peripheries are pressed levers, under the action of small pistons operated by diaphragms, to the outer surface of which compressed air is admitted. When the high note is required, one break is put on; for the low note, both brakes — *Chicago Tribune.*

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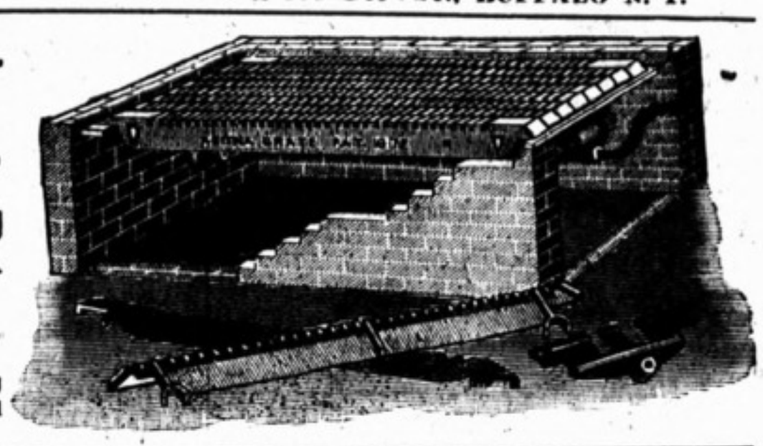

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For Sale or Exchange,

Tug Annie Robertson.

Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons, and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address

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Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4 500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, AUGUST 14, 1884

THE CLEVELAND BREAKWATER.

The project of further extending the Cleveland breakwater is the uppermost topic in marine circles in this city. It appears to have the unanimous approval of everybody concerned, even the railroads. The matter has been kept boiling to some extent by the wonderful prevalence of northeast winds this summer, which have clearly and persistently demonstrated that a breakwater designed to protect the harbor from northwest winds only is but a partial protection, the best that can be said of it. An exchange, while giving a history and description of the structure, calls the breakwater a stupendous blunder, without giving any other reason for the epithet than that the strong undertow created by it makes entrance to the harbor extremely hazardous in a northeaster. As far as its value to the purposes of navigation is concerned, this is possibly true, but we are inclined to await the events, about to transpire, before being so positive, and until the whole design complete fails to mitigate the undertow and make a smooth harbor and one easy of access. But now it is contemplated to change the whole design, and a new stretch of breakwater is recommended, instead of the extension of the east pier. The Cleveland Board of Trade has adopted the scheme proposed by government officials, of building 4,000 feet of breakwater further out in the lake than that already completed, running at such an angle as to make the waves of a northeaster strike the east pier, as it now stands, about midway. The whole matter has been left with the government officials and the plan will be recommended to the next Congress.

SAILING IN FOGS.

Some of the prominent papers of the country persist in the demand for the creation of a marine law that will compel ships to lie to in fogs. The recent wreck of the Amsterdam, which was lost by drifting thirty-five miles out of her course, on the Canadian coast, on the way to New York during the prevalence of a fog, furnishes another strong argument in favor of this precaution. She had 280 passengers on board and had the sea been at all rough, the chances are that all would have been lost. Being calm weather, they made their way to shore in small boats with the loss of only four. The master of the steamer is praised by the passengers, and no complaint is made against the subordinates, but the disaster is wholly attributed to the practice of pushing ahead when fogs make sailing impracticable. The papers are reiterating the warning that it would be profitable for owners of steamers to announce the fact that their ships will not be allowed to sail in fogs, and they are publishing the names of those which lie to in extremely dangerous hours of this kind, and exhorting the public to make its choice.

HE RISES TO EXPLAIN.

"A former citizen of Duluth, and old time resident on Lake Superior, calls the News to time in regard to certain items which this paper recently copied from the Cleveland MARINE RECORD, relative to marine disasters and other marine maters on Lake Superior. The writer of this letter is Captain Barton Atkins, well known to our older citizens, and he certainly ought to be authority as to marine matters on this lake."—*Lake Superior News.*

We dare say the author of the article referred to is as well posted on the early history of navigation on the lakes as any man living, and has adopted a system of keeping record of everything of importance that pertains thereto. Following the above extract is quoted quite a list of "corrections," the necessity for which we deny, as follows: The article on the "Early Navigation of Lake Superior, as given in the MARINE RECORD did not say that the Julia Palmer was a propeller but that she was a steamer; nor that she was in command of Captain McKay but Captain Wood, which is probably correct. The article did not say that the Merchant was lost in the next year, 1848, but in 1847. (Mr. Atkins says 1846 or 1847, taking a latitude of two years for an event that he should be posted about before he becomes a mentor.) The article did not say that the Independence exploded in 1847 but in 1853; again Captain Atkins takes latitude of two years, saying the catastrophe occurred in 1851 or 1852); neither did it say that the Superior was a propeller nor that she sunk; we did not say that the Arctic and Gazelle were schooners but steamers; we did not say that the propeller Queen of the Lakes was lost in 1866, but that she was burned in 1869; we did not say that the Sunbeam was a propeller but a steamer; we did not say that the steamer Traveller was lost in 1866 but in 1865, which we think is correct; nor that the Mary Jarecki was a schooner but a steambarge. Thinking this covers all the points at issue worthy of noting, we can but lament the constitutional weakness of human nature in endeavoring to throw the inaccuracies of a garbled article on the publishers of a straight and valuable bit of history. We neglected to mention, however, in the article on Lake Superior that the tug J. C. Morse, Captain Barton Atkins, with quite a large party of ladies and gentlemen residing in Marquette aboard, struck a rock between Partridge Isle and Marquette, the location of which was well known to Lake Superior pilots, with such violence as to throw overboard two ladies. A young man named Maynard, who went to their rescue, was drowned, the tug not having a small boat to send him. The tug filled very fast and was beached.

By referring to the MARINE RECORD of May 15th it will be seen that in every case the gentleman is mistaken in his criticism and is measuring our standard by brother Woodbridge's method of compiling news. We do not remember whether the Lake Superior News gave us credit at the time for the article in question, but if there were as many inaccuracies in it after it appeared in that paper as is noted by Mr. Atkins, we trust he did not; but now that the errors have been pointed out, he makes the effort to deny by saying that the article was reprinted from the MARINE RECORD. Mr. Woodbridge, herewith find copy of the MARINE RECORD of the 15th of May containing the historical article and compare dates. And do us justice by acknowledging that the mistakes were made in your own sanctum.

FROM statements of both parties to the affair, the evidence is clear that the collision between the Corsican and St. Lawrence on Alexandria Bay was premeditated and might have been avoided by either of the boats. The St. Lawrence having passed the Corsican in a race, foolishly attempted to cross her bows before a sufficient distance had been attained to warrant this purpose, and the Corsican ran into her, but with not sufficient damage to prevent either boat from continuing the trip. The officers of the Corsican, even in justifying themselves, do not claim that her engines were reversed until after she struck, a fact which speaks volumes in explanation of the matter. It was a pure piece of bravado for the St. Lawrence to cross her bows and for the Corsican to have reversed her engines and let her do so and escape the danger so wilfully sought would have required from the Corsican officers a patence scarcely possessed by men or angels.

IN the earlier years of our lake shipping, and more especially in 1834, the second season of cholera in this country, it was compulsory for all vessels, both steam and sail, to keep on board a medicine chest, a book of instruction and other pharaphernalia requisite in cases of illness or accident, when out of port, until a physician could be reached The regulation proved an admirable one, and is equally applicable now. A case in point has just come within my notice, and may be briefly stated as follows: Frank Miller, a fireman on board the tug Thomas Spears, soon after leaving Sturgeon Bay canal, on the borders of Lake Michigan, was injured by a large lump of coal falling on him and breaking his leg. No kind of appliances were at hand, and all were ignorant as to what course to pursue until a port could be reached. Meanwhile the unfortunate sailor suffered terribly before aid could be reached, and from the accounts received, it is more than probable that death has ended his sufferings.

ANY invention that will prevent the explosion of steam boilers will be gladly received by allclasses of steam users, and any theory that will explain to the satisfaction of the reader the causes of such explosions will be adopted and tested by those interested. We have received a copy of the prospectus of the Lawson non-explosive boiler company, recently organized in New Jersey, in which a theory is advanced by Mr. Lawson looking toward the mitigation of this evil, the theory of which is rendered as follows:

"The only explosive material about a steam boiler is water; and water when superheated, which can be done only under pressure, will explode upon a sudden removal of that pressure, with a force quite equal to that of dynamite.

"All matter is governed by unchanging laws. Nothing is left to chance by Nature; there is no compromise; the last atom is requisite in her compounds, and she never varies a hair's breadth in her operations. Gravity seizes hold of a ball with the same power whether flying from the mouth of a cannon or dropped from a tower.

"When water contains heat above that which can be imparted to it under normal pressure, it is superheated."

Mr. Lawson, having discovered the cause, naturally turned toward a remedy—the construction of a boiler in accordance with his theory. The cause was the sudden withdrawal of pressure, followed by suddenly checking the flow of steam. The remedy must prevent this. He grasped the idea that a partition in the steamspace would do this, and this is the cardinal principle of his invention. He had ascertained that steam, while highly expansive, was non-explosive. He saw that it was necessary to give uniformity to the withdrawal of steam from over the superheated and exploding water in the boiler. The remedy was to separate the steam space in the boiler into two compartments by a partition plate, and so arrange the passage of the steam from the lower compartment, which is immediately over the superheated and exploding water, to the upper one, that the rapid withdrawal and sudden check of steam from the upper compartment would not materially affect the uniform withdrawal of steam from the lower one, and that any sudden check in the upper compartment would not perceptibly affect the uniform escape of steam from the lower one. This constitutes the principle of the invention. It is to the steamboiler what the full-size air-chamber is to the hydraulic ram.

FARRAGUT PRIZE MONEY.

After a lapse of more than twenty-two years the officers and sailors of Admiral Farragut's fleet, or their heirs, are about to be paid a balance of $143,644 due them as bounty money awarded for the destruction of confederate war vessels at the capture of New Orleans in April, 1862. The mills of the United States seem to grind as slowly as those of the gods. This grist has been a long time in getting through. The claimants have experienced that "hope deferred" that "maketh the heart sick," and many of them have, like the prophets of old, "died without the sight."

The money is now in the Treasury awaiting distribution. The claims have all been adjudicated, and the intricate computations have been made to ascertain the amount due to each officer and man, from the brave old admiral, who lashed himself to the mast in the maintop of the Hartford, down to the cabin boy, who served his country for $10 a month. The list is now in the hands of the second comptroller for inspection and verification. Some little time will be required for this work, and payment of claims will begin early in September.

[*Continued from 1st Page.*]

will be the largest barge in the river service. It is expected to have her finished next spring.

The Canadian schooner Paragon is reported ashore about three miles above Kingston. She was out two feet but was not leaking. She is coal laden from Cleveland to Brockville. A tug has been sent to her assistance.

DETROIT.

Special to the Marine Record.

August 12—It has been cool so far about here this month, but the weather has been none the less acceptable, except on the part of those whose specialty is basking along the docks, and these may be counted by the hundreds, daily on the river front, weather permitting. If not, they dodge under a shed. In taking my rambles this morning, from the foot of Third street up to Bates, I counted 125 men of all sorts and conditions, black and white, in groups on wood piles and coal heaps, and the question naturally arose in my mind, how do these men live? And I did not meet a man who could even guess, while Detroit is only one of the many lake ports thus situated.

As I write this moment a trail of steam and tow barges are passing, having in the aggregate a trifle over 10,000 tons of iron ore, an occurrence which takes place daily, more or less. Next to this is the lumber and grain movement, although the latter is by no means as frequent, yet the total weekly traffic is simply immense, and the tonnage capacity enormous.

Grain shipments at this port are becoming more frequent, chiefly to Buffalo at 2c, while two or more cargoes were taken hence to Montreal at 6c, the same rate as from Chicago.

The propeller W. L. Frost, laden with 43,000 bushels of corn for Ogdensburg, called here on Saturday with her rudder disabled, and was delayed for repairs. An apparently slight wrong with one of those big fellows sometimes entails a large expenditure to be made right again, especially if compelled to go into dock.

The steambarge Rube Richards, on Saturday, while on Lake St. Clair, bound down, got a line in her wheel, and, thus disabled, sagged on to Peche Island and stuck there twelve hours before she was released. She had in tow three vessels, which were likewise delayed. Beyond the delay and the expense of getting off no serious injury was done. Yet in many instances of this kind the cost soon sums up to over $500.

An immense raft is at present en route through the rivers, in tow of the tug Winslow, and is probably the largest that has ever passed here. It is made of two rafts joined together side by side, and before it can be taken through the St. Clair Flats canal will have to be separated and taken through singly. It goes to Tonawanda and will be fortunate if it gets through Lake Erie in safety.

The steamer Mary arrived here on Saturday, from the river St. Clair, with her engine disabled, and went into drydock to receive a new bed plate and other apparatus, which will cause a week or more delay. She plies on the river St. Clair, and during the season thus far has met with a keen opposition, but being of better speed than her competitors, has a slight advantage of patronage.

The propeller Georgian, recently released on Lake Superior from where she was stranded, and expected to go into dock here, has gone to Owen Sound for repairs.

The schooner King Sisters, which passed down on Saturday from Marquette, sailed all the way to this point in three days, and her captain, so far as I can remember, is entitled to the claim of beating any previous record under like circumstances.

Our inspectors here are determined to enforce the new mandate lately issued from Washington regarding the granting of licenses to none other than native or naturalized citizens, a rule which should have been carried out long ere this.

The more prominent casualties occurring about these days are those of disabled steamers. Scarcely a day passes but one or more calls here to tinker up some deformity of this character.

The buoy for the guidance of vessels into Wyandotte, which for some time past has been missing, has been replaced by the government, much to the joy of craft that call at that port.

The winds for the past day or two have boded no good to our harbor tugs. Being fresh and fair up the river, sail craft took advantage of canvas and sailed up the river in considerable numbers, demonstrating the fact that it is an ill wind that does not benefit somebody.

Perhaps there is no vessel of her tonnage that has put in a better season's work than the schooner Smith & Post, which plies in the lumber trade between Detroit and Alpena, averaging from one to two trips per week. Captain Henderson is energetic and has an eye to business, keeping his craft off from a lee shore.

The repairs to the steamer Alberta are being pushed forward with might and main, night and day, with as strong a force of men as can work to advantage. The gates leading to the shipyard are kept closed and outsiders denied admission only in exceptional cases, and even those are debarred from going on board the ship.

Owing to the coolness of the weather for a few days past the excursion business has been on the decline, and the few who do partake of this enjoyment find no room for complaint of being crowded. The boats which left here on Sunday had but a meagre crowd, and the profits were proportionately slim.

The Lake Superior lines are doing a good business, arriving and departing promptly on time.

Notwithstanding the re are four first-class steamers on the Detroit and Mackinaw route the patronage has been as liberal as in any previous season. The steamers City of Cleveland and City of Mackinac make connections with your city by the Cleveland line of boats. The steamers Atlantic and Flora go direct to Cleveland and Toledo, respectively.

There are but few of the larger class of tugs that are not employed either in towing from port to port, otherwise through towing, or rafting, and the old time custom of going out a few miles on the lake in quest of a tow is becoming a thing of the past, and ere long will no longer exist. In short, tugs have had their day and, like vessels, will have to take the place of steam or tow barges. The revolution in our lake shipping is fast verging that way.

The tug A. J. Smith has just arrived from Marquette, with the schooner Harry Bissel laden with ore for this port. She was but three days on the passage which is quick time.

The revenue steamer W. P. Fessenden arrived this morning from Buffalo, and is again at her old anchorage.

There seems but little or no prospect of the steamer Manitoba getting released and repaired. The Detroit Drydock Company do not care to place her in running order without positive assurance that when the work is done the bill will be paid without being compelled to institute a libel, as was the case with the steamer Spartan. The cases are similar to all intents and purposes, and the latter steamer doubtless entertains a sympathetic feeling toward the former, as she knows how it is herself.

The steamer Essex, which in the long ago was the pride of the Detroit and Windsor ferry, but years ago cast aside and taken to Walkerville and there sunk, has been resurrected. She is being put in good shape and will be taken to Port Hnron and ply as opposition between there and Sarnia.

J. W. H.

SANDUSKY.

The schooner Charger, which sprung aleak while en route from Ogdensburg to this port, caused by oakum working out of the seams, was recalked at Monk's shipyard.

Local Inspectors Stanard and Fitzpatrick inspected the Hayes, Mystic, Olive, Philip Walter and Parkman this week. They returned to Cleveland Tuesday.

HOLLAND.

The old appropriation for the harbor here has been used up. The north pier is completed, including the head. As soon as orders are received to commence under the new appropriation work will begin in repairing and renewing the upper work of the south pier, and building up a sunken part near the end. The depth in the shoalest places is eight feet, which ought to be dredged down to at least twelve feet, to allow boats to enter without pounding on the bottom when there is any sea running.

BUFFALO.

Special to the Marine Record.

Captain Thomas Wilson's new steamer George Spencer was at the salt-dook coal pockets Tuesday afternoon finishing her cargo. She is a handsome looking craft, and won the admiration of all who saw her.

Captain Charles McCrea is hard at work fitting out the propeller Russia and Scotia. He will take command of the former, a master for the Scotia having not yet been named. As stated, they will be run in the Lake Superior trade.

Arrangements have been made to take evidence in the Alberta-Osborne collision case in Buffalo. B. H. Williams, of Buffalo, is counsel for the pool companies, Mr. Harvey Goulder, of Cleveland, for the Osborne, and Mr. Moore, of Detroit, for the Alberta. It is thought that this attempt at arbitration may bring out some important facts, but it will hardly effect a settlement short of a court. It is stated that if the whole $100,000 covered by the collision clause in the Alberta's policy has to be paid it will ruin some of the pool companies.

Coal freights remain steady. The schooner, S. L. Watson was chartered for Chicago at 70 cents, Southwest for Detroit at 25 cents, T. L. Parker, for Marquette on private terms. Steamer R. A. Parker loaded with owners, coal for Chicago. Steambarge Enterprise railroad iron for Port Arthur at $1.35 a ton.

MILWAUKEE.

Signals of distress displayed by the schooner H. W. Sage, when off Point Betsy, Saturday afternoon, were seen by the steambarge Chauncey Hurlburt, and she took her in tow for Chicago, passing here this afternoon. The Senator, which was in tow of the Hurlburt, came in here. Her master reports that the Sage came near sinking, having sprung aleak in the gale of Thursday, and her crew were unable to remain longer at the pumps, and five of the crew of the schooner Folsom, which hove to near the Sage previous to the arrival of the Hurlburt, went on board and assisted in pumping her out, and two of the men remained on board to accompany her to Chicago and assist at the pumps. A canvas jacket had been placed on her forward. The leak is thought to be in the forefoot, which is thought to have been splintered when the Sage was ashore recently on Fisherman's shoal.

Judge Dyer, of the United States Circuit Court, decided the case of Johnston et al. vs. the schooner C. A. King in favor of libelants. The case was one of collision occurring on Lake Michigan near the North Manitous. The court held that the case came under rule 17 of navigation laws, which provides that when two sail vessels are crossing so as to involve the risk of collision and have wind on different sides, the vessel with wind on her port shall keep out of the way of the vessel with wind on her starboard side.

DULUTH.

Special to the Marine Record.

The propeller Glasgow on the way up encountered a severe squall below Marquette. She ran under the lee of Grand Island, and went agronnd. Before she was released seventy tons of coal were jettisoned. She is leaking a little now. The captain does not think her damage is serious enough to prevent her making the trip.

The indications for improvement in the shipping interests at this port are favorable, although freights are very dull at present. It is expected that at least 6,000,000 bushels of wheat will be shipped from here this fall, and fully 250,000 tons of coal will be wanted. Large shipments of salt and railroad iron are expected. There will be three new elevators in running order before the close of navigation, two of them having a capacity for 1,000,000 bushels each and the other for 800,000 bushels. Six hundred men are at work on them. When these elevators are completed Duluth will have a storage capacity aggregating 6,000,000 bushels.

It is proposed to bring the propellers Seaverns and Georgian, now ashore at Michipicoten river, to Duluth for repairs as soon as released.

The new steamship Kasota has made her first trip to Duluth with 1,700 tons of coal.

The annual editorial excursion from the Northwest and the Northeast have now happily done Duluth for the season. The Northwestern Editorial Association, of Wisconsin Minnesota, Iowa and Dakota, and the Northeastern Association of Ontario and Quebec, were appropriately entertained by our citizens. While here all were treated to short excursions over the harbor, and each member was presented with a copy of Arveson & Johnson's annual trade report for 1884.

The tug Siskiwit, formerly owned by Cooly and L. Vaque, has been purchased by the Canadian Pacific railroad company for their own special use.

The new ferry boat of Captain J. J. Hibbard has been named the Free Trade, in accordance with the captain's well known proclivities in that line.

The late vigorous report of the special committee of Duluth Chamber of Commerce has had the effect of causing a thorough investigation of the condition of our harbor by United States engineers. Their finding has not yet been made public, but the recommendations for next year's appropriation have been made $125,000 for Duluth and $50,000 for Superior, instead of the same amount for both places, as was the case last year.

B.

PORT COLBORNE.

The schooner John Magee, bound up the canal, collided with one of the swing bridges this morning, carrying away all her forerigging and springing her foremasts. The damage will be repaired at Cleveland, where she is bound with ore.

CHEBOYGAN.

The schooner Newsboy, grain laden for Buffalo, ran hard aground at McGulphin's Point Tuesday in a dense fog. The Leviathan has gone to her assistance from here.

The schooner Heather Belle, which was wrecked in Lake Huron, last fall, has been raised and towed to Southampton harbor to be rebuilt. The schooner has been purchased by McLean Bros. of Au Sable Mills.

CAPTAIN ARTHUR ATKINS.

Captain Arthur Atkins, one of Chicago's best known vessel and marine insurance agents, died at his home, No. 20 Williard place, after a long illness. Dropsy was the disease which carried off Captain Atkins. He had been suffering with it for more than a year, and has been incapacited for business nearly that length of time. Captain Atkins was fifty-five years old. For many years he commanded vessels out of Chicago, his first experience as a master being on board the schooner George Roberts in 1851. Subsequently he sailed the L. B. Sheppard, the Northwest, and many other well-known craft. In 1866 he established the vessel agency which is now operated under the firm name of Atkins, Beckwith, and Fleming. Captain James Beckwith and Mr. P. H. Fleming were his partners. Deceased leaves a wife and six children. His eldest son is Arthur Atkins, nineteen years of age, who has been acting in the capacity of marine clerk for the firm of which his father was the head. Captain Atkins was a member of the Cleveland Lodge, Chicago Commandery, and past grand high priest for the State of Illinois. The Board of Marine Insurance Underwriters and the Board of Trade will hold meetings to-day and will take suitable action upon the death of Captain Atkins. The funeral services will be held Thursday from the late residence of deceased under the auspices of the various bodies and orders of which he was a member.

NEW WINDLASSES.

The American Ship Windlass Company will furnish the schooner William Cobb, of Boston, with a Providence patent pump brake windlass, to replace her present windlass.

Also schooner John Proctor, of Boston, in place of her old windlass.

The schooner building by S. S. Gerry & Co., at Thomaston, Me., with a pump brake windlass, the other two schooners at same place having just been shipped with windlasses from same makers.

The pilot boat building by Montgomery & Howard, Chelsea, Mass., is to have a Providence pump brake windlass.

The bark building by D. Lynch for Captain D. W. Corning, New Brunswick, Canada, a Providence patent capstan windlass.

The ship building by Geo. R. Skolfield, at North Harpswell, Me., with Providence patent capstan windlass, patent capstans, rudder supporter, as well as the ships building by John McDonald and Z. H. Blair, at Bath, Me., and A. R. Read, Waldoboro, Me., these four ships being the only ones now building in Maine.

The schooner building at Cooper's Point, N. J., for Captain King, with a Providence pump brake windlass.

AMERICAN NAVIGATORS.

It is said "a large number of Canadians ship on American lake craft during the season of navigation as propeller captains and mates, tug captains, and so on. Their families reside in Canada, and their wages are all spent in Canada. There are numerous naturalized American navigators who are in enforced idleness during every season because these aliens step in and secure berths by accepting lower wages. The American Lake Pilot Association have been making an organized effort for years to have Congress change the condition of things, and it seems that action was taken at the last session, though not generally known until now. The following notification from Washington has been received, and is of widespread interest along the lakes and at every port.

Treasury department, Washington. The attention of supervising and local inspectors of steam vessels is directed to the fact that the first section of the act "to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade, and for other purposes," approved June 26, 1884, repeals, in substance, the act approved April 17, 1884, entitled, "An act to authorize the employment of certain aliens as engineers and pilots." Inspectors will, therefore, after the receipt of this circular, refuse to issue original, or renew, licenses to any officer of a steam vessel, except upon evidence satisfactory to themselves that the persons applying for such licenses are citizens of the United States, either by birth or by naturalization.

The section of the act governing in the matter of "alien officers of vessels of the United States" reads as follows:

"Be it enacted, etc., that the last clause of section 4131 of the Revised Statutes be amended so as to read as follows:

"All the officers of vessels of the United States shall be citizens of the United States, except in cases where, on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

* * * * * * *

Sec. 30. "All laws and parts of laws in conflict with the provisions of this act are hereby repealed; and this act shall take effect and be in force on and after July 1, 1884."

CHARLES E. COON, Acting Secretary.

United States Commissioner Fairchild began taking testimony in the suit of Franklin Lee and Charles F. Dunbar against the United States for $11,475 for drilling and blasting 500 cubic yards of rock in Ashtabula harbor in 1872 and 1873. They claim they worked during the winter of 1872-73, and that after the contract was completed another was entered into by the government with F. A. Seymour, which included the work done by Lee and Dunbar, and for which the latter were not paid. The case has been before the House of Representatives, and was referred to the United States court of claims for adjudication. John L. Romer represents the claimants and John C. Fay, Assistant Attorney General, the defendants.

It is said that Mr. Pierre Lorillard has sold his steamyacht Radha to a Chicago gentleman for $65,000. She is to be taken to Chicago, and will be the largest and most elegant private pleasure boat on the lakes. The Radha is a composit screw steamer, built at Newburg on-the-Hudson by Ward, Stanton & Co. in 1880. She is 149.15 tons new measurement. Her length is 156 feet over all, 135 feet on the water line, 20 feet 4 inches beam, 9 feet deep, and she draws 8 feet 3 inches of water. She is propelled by a compound engine with three cylinders, two of 20 inches and one of 23 inches in diameter, with 24-inch stroke of piston, supplied with steam from a boiler 9 feet 4 inches by 14 feet. She is one of the fastest yachts of her size in the New York yacht club.

The weather was rough one day, and the ship was tossing wildly about. A parson who was on board, approached the captain in a state of consideration trepidation and inquired if there was any danger. He knew that he was in the hollow of the Almighty hand, but realized that the said hollow contained enough moisture to drown him. The captain referred him to the crew. The preacher worked his way to the forecastle and found the occupants swearing at the weather with an emphasis that nearly paralyzed him. He returned to the captain and reported that the danger must be great, as the men were blaspheming horribly. The captain hastened to reassure him. He said: "If the crew are swearing it is all right, but when those fellows begin to pray you can put on your life-preserver." The preacher went off again, filled with new and serious reflections.—*Truthseeker.*

Thos. Larson, brother of Captain Larson of the schooner Mocking Bird, was lost from the jibboom of the vessel off the Manitous Saturday night last. The wind was blowing hard at the time, and the unfortunate man was trying to unreef the jib.

JOHN ERICSSON.

NEW YORK, August 4.

Editor of the Marine Record.

DEAR SIR—On the last day of June, eighty-one years ago, there came into the world among the mountains and valleys of Sweden, a child who was christened John Ericsson. That name has long since become known throughout the entire civilized world, and last week we had the pleasure of again congratulating the veteran inventor of the screw propeller Monitor, and recently, that dreadful marine war engine, the torpedo boat destroyer, which is now absolutely perfect and complete. Though a Scandinavian by birth, this remarkable man is endowed with all the ingenuity and enterprise which is the chief characteristic of a born Yankee, and even four score years have not been heavy enough to bend his indomitable energy and perseverance. In fact, the older he grows the younger his ideas seem to be. Not content with the laurels he has already won from land and sea, he must needs go to the sky for a new problem to solve. And that he has the solution of even this, may be proved by a visit to his back yard, where he has harnessed the sun to do the wind's work on a warm and calm day. Here the writer saw his latest engineering triumph, a solar motor, pumping water in place of a wind mill or a steam engine. He still clings to the modest dwelling, No. 36 Beach street, opposite the great freight depot of the Hudson River Railroad, in this city, the same house in which he has lived for the past twenty years. His wonderful caloric engine is manufactured by the Delamater Iron Works in such numbers that it would seem no other machine could do the same work so well and cheaply as his; and now the crowning glory of his long life seems to be the sun engine, which is intended for use mostly in tropical countries, where coal is dear and wind for mills scarce and uncertain; also for the benefit of sailing vessels, which may utilize this power for running their pumps, and also for storing up electricity by day to illuminate their side lamps in the night watches.

G. FOSTER HOWELL.

DANIEL COOK.

To the Editor of the Marine Record:

This brave man, who met his death in his efforts to save life, deserves a monument. Mr. Cook, of Toronto, steward of the propeller Argyle, was a passenger on the Alberta at the time of the collision with the steambarge J. M. Osborne, and with the intrepidity and coolness of a born hero succeeded in saving the lives of Captain Wilford's three children and a lady, a friend of Captain Wilford's family, who was taking a pleasure trip on board the steambarge. Captain Wilford, his wife and three of the crew of the Osborne got aboard of the Alberta, as the latter swung around, by jumping into an open gangway, but they left on board a lady and the captain's three children, two of whom are mere infants. When the mother found they were still on board the fast-sinking vessel her tears and entreaties for their rescue were agonizing, and moved Mr. Cook to their rescue. After having placed them safely aboard the Alberta he returned to assist others who might be in the water, and in order to save the second engineer of the Osborne, who was sinking beneath the surface for the last time, he dived after him. Bringing him up, he found that the poor fellow was scalded almost to death, and unable to lend him any assistance. He bravely held him up, however, and tried to reach the boat which he had just deserted, but the cold water of Lake Superior and his previous exertions had told on his strength, and before he could reach the boat he sank out of sight, still clinging to the man whose life he tried to save by sacrificing his own."

D. W. Burroughs of Benzonia this, (Benzie) county, claims that in 1838 he was mate of schooner of G. S. Willis, 60 tons burden, and during the summer took on board, off the beach at Ashtabula, Ohio, a cargo of whitewood lumber which they unloaded in rafts on the beach at Milwaukee. He claims that it was the first lumber ever brought to that city. Sylvester Beckwith now living near Forest City, Mich., was in command of the schooner at the time. If there is any craft that has a prior claim, let them now speak, or forever let the Willis have the laurels so justly earned.

The Rev. Peter Daugherty and three others in a Mackinaw boat, in May 1839, is the first record of any craft in Grand Traverse bay, and on June 20th, same year H. R. Schoolcraft of Mackinaw arrived in the bay on a small vessel, name unknown.

The first cargo shipped from Traverse City to Chicago was timber in schooner Maria Hilliard in 1852.

HOWELL'S AUTOMATIC WAVE-LUBRICATING LIFE-BUOY.

The dreadful loss of life at sea which takes place year after year has lately stirred up the maritime community to devise means and ways for at least decreasing, if not altogether preventing, this dreadful slaughter which has gone on so long. Among those who have made the subject a special study, was G. Foster Howell, who has devised and perfected a self-acting ring life-buoy, which casts oil upon the troubled sea, and makes a smooth circle, the size of Barnum circus ring, the moment it touched the water. This pacific oil pond stands out clear and plain in the midst of the boiling and raging sea which beats all around, and proves a harbor of refuge for the unfortunate sailor who has fallen overboard. It is to him what an oasis is to the faint and weary traveler, in the midst of a burning desert scorched underfoot by the heated sand and overhead by the blazing sun. The most important feature of this invention is that a man may be seen, or, ather, the smooth patch of water where he is, may be kept in sight by those on board his vessel, even though she has run a couple of miles, away before being brought up into the wind and hove to.

Many men are drowned after falling overboard because the people on the ship lose sight of them before a boat can be lowered. but this simple and ingenious device proves an antidote to the turmoil going on all around, and provides an artificial mill pond, so to speak, where the mariner may float in safety until he is picked up. This effective apparatus will only add about three dollars more to the cost of the ring buoy, and it ought to be adopted by every yachtsman, fisherman, and ship and steamer afloat. Further information may be had by addressing D. Kahnweiler, 146 Worth street, New York, the well known inventor of the neversink cork jacket and life-belt, who has the sole right to manufacture and sell Howell's improved life-buoy in the United States.

Geo. B. Carpenter & Co.,

Ship Chandlers and Sail Makers.

Ship Chandlery Goods of all Descriptions.

MANILA ROPE OF THE VERY BEST MAKE

Steel and Iron Wire Rope and all Its Fittings.

202 to 208 South Water-st.,

CHICAGO, ILL.

WM. HINGSTON & SON,

Boat Builders,

Steam and Sail Yachts, Hunting, Fishing and Pleasure Boats, Shell Boats, Spoon Oars.

Foot of Porter Av., Buffalo, N.Y

W. W. LOOMIS,

Erie, Pa.,

SHIP AND BOAT BUILDING,

Fishing Tugs, Wrecking, Repairing and Pier Building with Most Improved Facilities.

All Work Guaranteed. Correspondence Solicited.

N. C. PETERSON!

Boat Builders,

PLEASURE BOATS AND SAILING AND STEAM YACHTS, YAWL BOATS, SPOON OARS, STEERING WHEELS, ETC.

385 Atwater st., Near Riopelle,

DETROIT, MICH.

PRESLEY & CO.,

Globe Drydock

Shipbuilding, Drydocking, Repairing and Spar Making.

CLEVELAND, OHIO.

FOR SALE

Tug A. W. Wright.

Cylinder 14 by 16; boiler 9 feet long, 5 feet shell and carries 100 pounds of steam, and is in good business condition. There is no better boat of her size on Saginaw River. Hull 45 feet long, of wood. Address,

J. BELL,
Donnelly's Tug Office, East Saginaw, Mich.

CUYAHOGA WORKS,

Established in 1834.

MANUFACTURERS OF ALL KINDS OF

MARINE ENGINES

AND

HEAVY MACHINERY.

Cor. Detroit & Center-Sts, CLEVELAND, O.

C. E. BENHAM,

317 **Detroit Street,**

KEEPS IN STOCK

A Full Line of Vessel Supplies,

Lubricating and Lamp Oils of the Best Quality,

AND A GENERAL LINE OF LAMPS, CROCKERY AND TABLE CUTLERY.

OPEN DAY AND NIGHT.

TELEPHONE NO. 1540.

GRUMMOND'S

Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the

Steamer Atlantic

Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.

CLEVELAND FORWARDING CO., Agents, Office and Dock, Foot of Superior-st., Cleveland.

BUTTS COAL CO.,

[LIMITED.]

Only Miners of

BUTTS CANNEL COAL,

and dealers in Gas Coals, Nut Coals, and Steam Coal for Tugs, Barges, etc.

CLARK I. BUTTS,

CLEVELAND, O. General Manager.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	°2 35 P M
No. 27, Galion & C. L. & W. Acc	4:00 P M
No. 29, Massillon & Uhrichsville Ex	5:00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhrichsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St, Louis, Ind., Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager.

O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1. 1884, and until further notice:

GOING EAST.

Lv.	Chicago	7.50 a. m.		
Arr.	Valparaiso	9.45 "		
"	Fort Wayne	1.30 p. m.		
"	New Haven	2.05 "		
"	West Leipsic	3.56 "		
"	Arcadia	4.49 "		
"	Fostoria	5.00 "		
"	Green Springs	5.45 "		
"	Bellevue	6.10 "		
Lv.	Bellevue	6.20 "	7.55 a. m.	
Ar.	Lorain	7.50 "	9.16 "	Accom.
Arr	Cleveland	9.02 "	10.22 "	
Lv.	Cleveland		10.27 "	3.52 p. m
Arr	Painesville		11.33 "	5.05
"	Ashtabula		12 25 p. m.	6.03
"	Conneaut		12.50 "	6.30 "
"	Erie		2.09 "	
"	Dunkirk		3.47 "	
"	Buffalo		5.20 "	

GOING WEST.

Lv	Buffalo	9.50 a. m.	
Arr	Dunkirk	11.24 "	
"	Erie	1.23 p. m.	Leave
"	Conneaut	2.20 "	6.15a. m.
"	Ashtabula	2.51 "	6.46 "
"	Painesville	3.44 "	7 43 "
"	Cleveland	4.52 "	8.55 "
Lv	Cleveland	4.57 "	6.47 a. m.
Ar.	Lorain	6 12 "	7 35 "
Arr	Bellevue	7.35 "	9.10 "
Lv	Bellevue		9.20 "
"	Green Springs		9.44 "
"	Fostoria		10.22 "
"	Arcadia		10 34 "
"	West Leipsic		11.30 "
"	New Haven		1 35 p. m.
"	Fort Wayne		1.50 "
"	Valpraiso		5.42 "
"	Chicago		7.50 "

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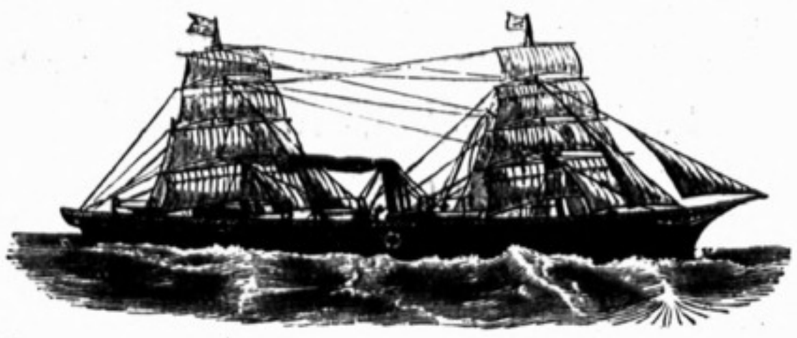

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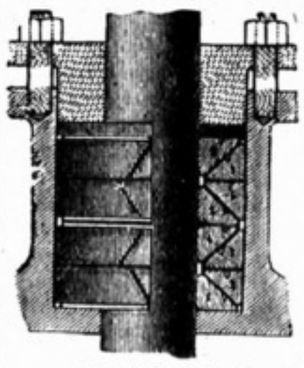

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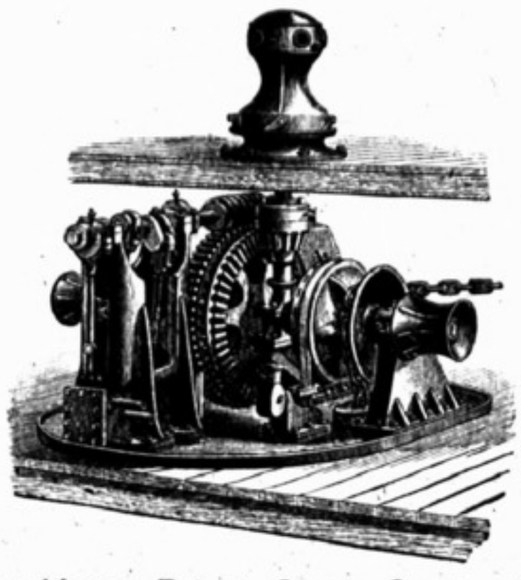
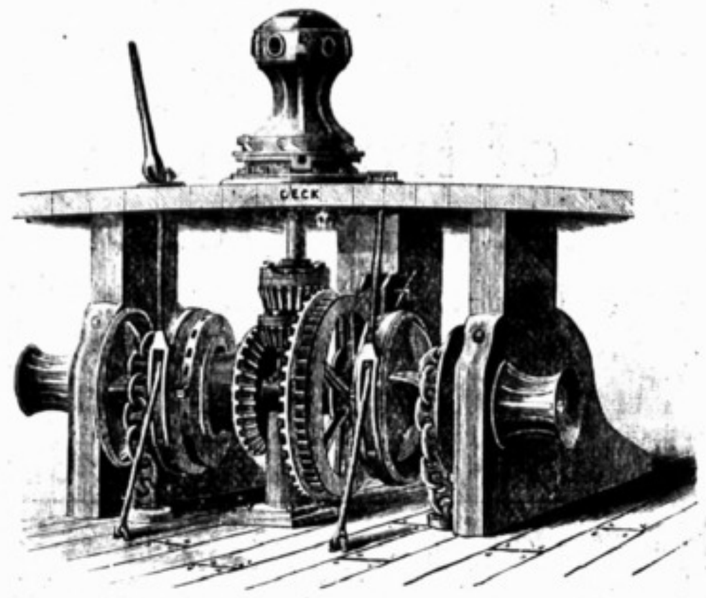


The Providence Patent Steam Capstan Windlass, New Style.



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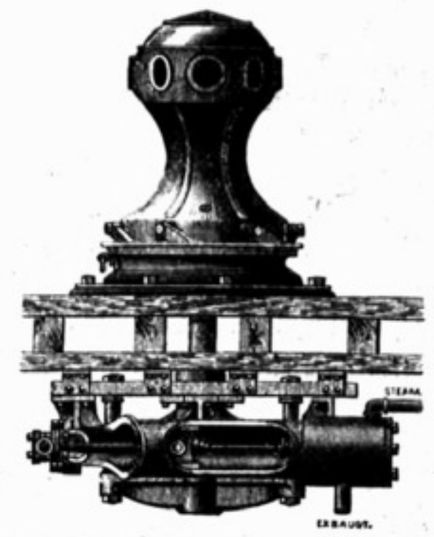

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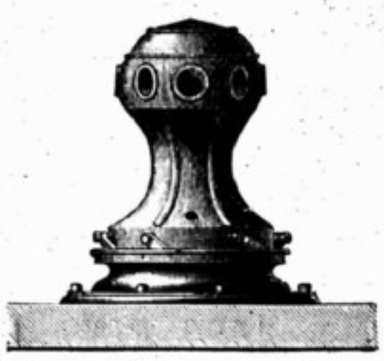

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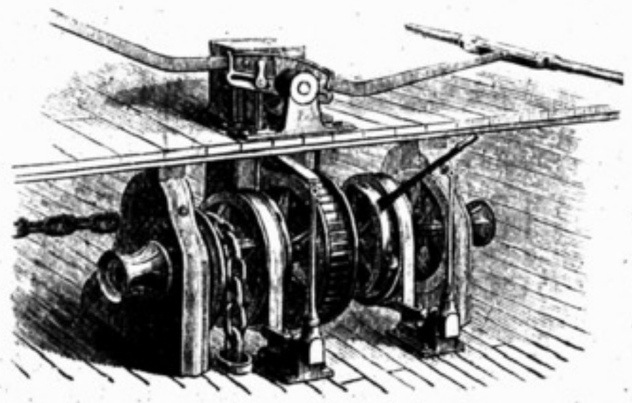

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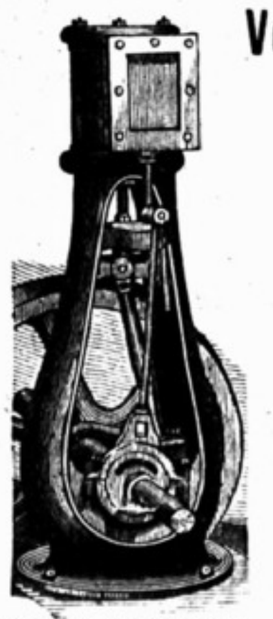

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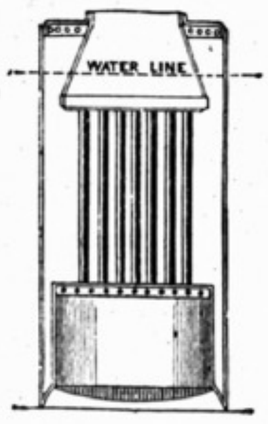

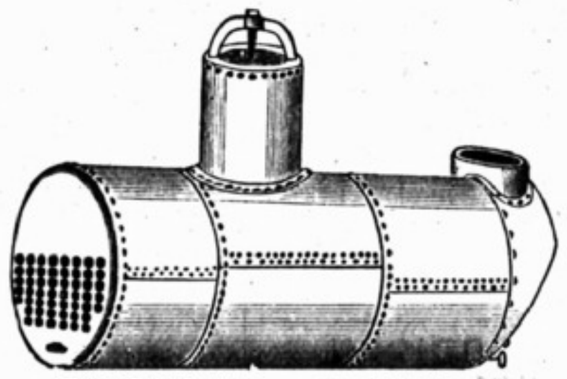

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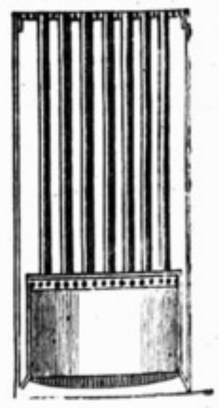

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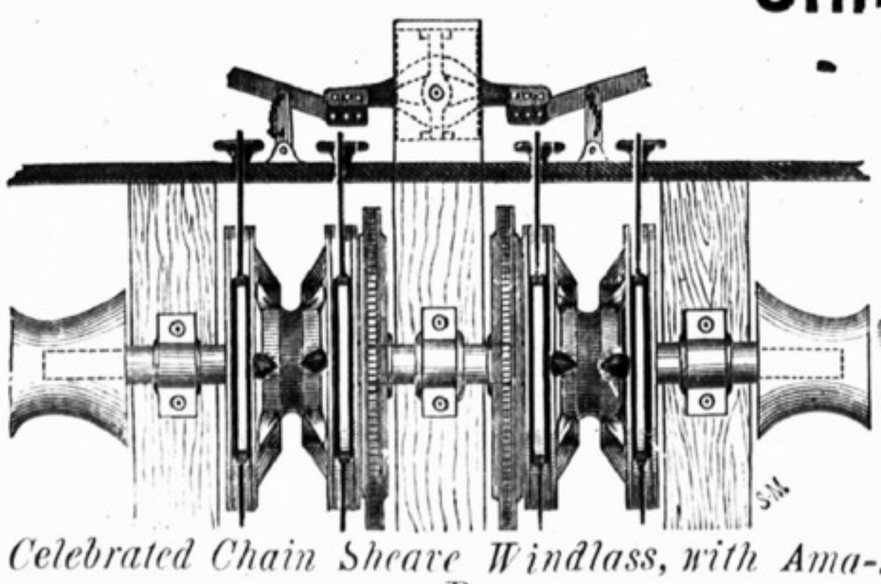

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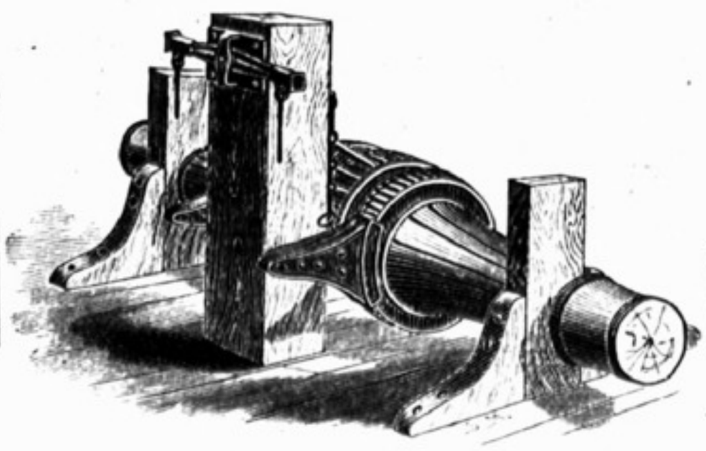
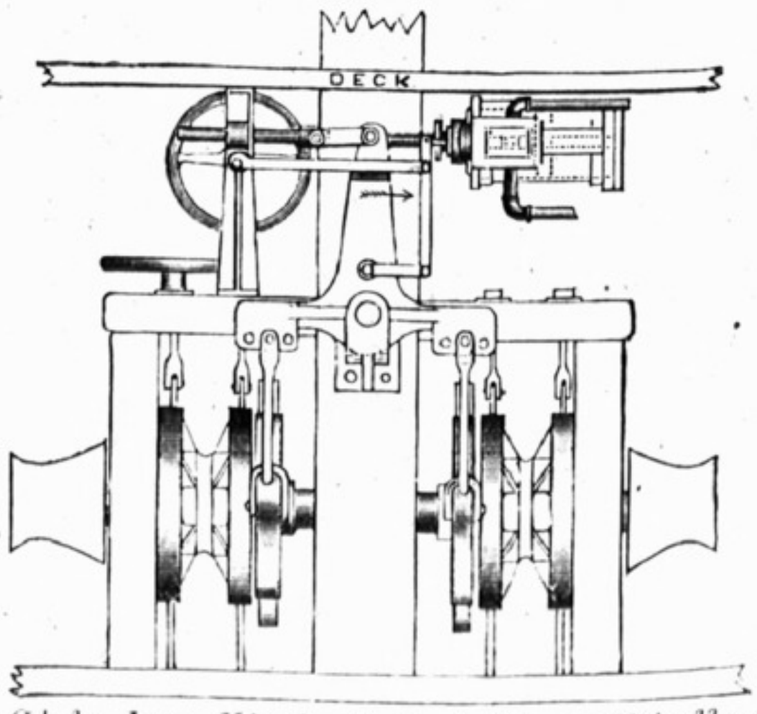


The Common Patent Windlass.



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